

## SOME NEW FACTS

Some Former Movements Toward Annexation.

PART PLAYED BY KAMEHAMEHA

The Whole History of Annexation Reviewed.

Interesting Phases of Attempts to Make Hawaii a Part of United States.

The Los Angeles Times publishes, in a recent issue, an interesting article on annexation movements in Hawaii since 1853. The Times calls some of the incidents which it presents "hitherto unwritten history." The article is as follows:

The proposed annexation of Hawaii is no new thing, at least not to the people of California. In fact, it is merely the revival of an old proposition. In 1853 John T. Wright, known all over the Coast as "Bully" Wright, had three steamboats called the Sea Bird, West Point and S. B. Wheeler. The two former ran to Sacramento and the latter to Vallejo and Benicia when "Heenatown" was the capital of the State, and John Bigler, otherwise called "John Tahoe," was Governor. Bigler was an anti-slavery Democrat, and among his "kitchen cabinet" was an irascible but thoroughly good hearted old gentleman named Garret W. Ryckman. "Uncle Garry" hailed from New York, where he had been a devoted henchman of Silas Wright and William L. Marcy. His son, Captain George Ryckman, commanded the West Point.

The Wright boats were too slow to be anything of a formidable opposition to such boats as the Senator, New World, Antelope and Confidence, any one of which could make fourteen miles an hour under favorable conditions. And hence they were seeking subsidies from the newly formed California Steam Navigation Company, of which Captain James Whitney, Samuel J. Hensley and Marshall Hubbard were the principal incorporators. Hensley finally agreed to pay Wright \$3,000 a month if his three boats were taken out of California waters, supposing he would take them to Oregon or Puget Sound. Wright accepted the offer and sent them to the Sandwich Islands at once. His financial backer was James C. L. Wadsworth, a hardware merchant of San Francisco, who came to the coast as sutler of Stevenson's regiment in 1846. As soon as the steamers got there they were given Hawaiian registers and had native names painted on their paddle boxes. The West Point was lost in 1854 and her machinery was sold at auction. A whaling captain purchased it and took it to Sitka, where it was used in the equipment of a Russian gunboat called the Polikofsky, now running on Puget Sound as a tow-boat. The Wheeler was wrecked near Lahaina a few months later, and as the news had reached there of the discovery of gold in British Columbia, the Sea Bird came back to California alone. The Wheeler's engine was bought on speculation and shipped to Oregon, where it was purchased by Captain Richard Hoyt and Simeon G. Reed (who died in Pasadena about eighteen months ago), and put into the steamer Eliza Anderson, then the largest boat built west of the Rockies. She is still running on Puget Sound.

## INDUSTRIAL CONDITIONS.

At the period alluded to the social and industrial conditions of the Sandwich Islands were wholly different from what they are now. Honolulu and Lahaina were the winter rendezvous of several hundred whaling vessels engaged in the Arctic oil trade, a business which, though very much shorn of its former proportions, has long since been transferred to San Francisco. From the last of September till the middle of March the streets of Honolulu were crowded with people of every imaginable nationality. The Passamaquoddy Indian of Maine jostled the swarthy Bhotan of India; the pig-eyed Chinaman elbowed up against the angular and awkward New Bedford Yankee, and the Arancanian of South America lit his pipe at the cigarette of the mercurial Frenchman. All was serene. Oil was trumps and they held a full hand.

There was no sugar industry at that period. What saccharine matter was consumed there came either from China or Batavia. Had there been a sugar industry then, as now, the scheme planned out in San Francisco by the shrewd old "Garry" Ryckman might have been brought about comparatively without anything like a severe struggle. From March till September all was peace and quiet. Occasionally a big clipper would arrive from San Francisco and carry away in her capacious hold the cargoes of five or six whalers (which never exceeded 500 tons register) had brought down from the land of the midnight sun. But beyond that Honolulu was very quiet for seven months.

Influences at Washington were not wanting at that period to aid the plan which old Captain Wright saw must be brought about to perfect his enterprise. One of his trusted friends was James O'Meara, who had previously been assistant editorial writer on John Nugent's Daily Herald in San Francisco. He was the political figurehead in the case, although Ryckman and his coadjutors in San Francisco were nearer to the throne than he. O'Meara is still alive, though broken in health, living at Santa Rosa or thereabouts. Just what his position was nobody but himself knows to this day, but the general belief was that he was paid a handsome salary, and that the money came from parties in Washington who

were very close to President Pierce. He could write up the true story, the "inside history" of that affair, and just at this time it would be mighty interesting reading.

## PREPARED FOR ANNEXATION.

Everything was in readiness for the annexation of the Sandwich Islands to the United States on the 1st of January, 1855. The group of Islands was to be called the State of Hawaii, and King Kamehameha's son Alexander (who afterwards ascended the throne with the title of Kamehameha IV.) was to be one of the two United States Senators, and the other was to be of American birth. But on the 13th day of December, 1854, just as O'Meara and Wadsworth were ready to leave for Washington, via San Francisco, old Kamehameha III. was taken violently ill and died two days later. The streets of Honolulu were rife with rumors of his having been poisoned, and accusing Prince Alexander of complicity in the plot to remove him. The first part of this story may be true, but the latter portion seems beyond credence.

This knocked the whole thing into "fl," as our typographical friends put it. Alexander convoked the Council of Nobles at once and was proclaimed King, under the title of Kamehameha IV., with a degree of haste that seemed almost indecent. The missionary element, aided by a faction of the nobility that had always viewed Americans with distrust, were the chief organizers in the affair. Annexation passed away like any other nine days' wonder, and the American element soon returned to California. Wadsworth was "out and injured" to the tune of nearly \$100,000 in the whole transaction, as the boats ran at a dead loss for eight months in the year. In 1860 he made a second fortune in the Gould and Curry mine at Virginia City, but lost it by being too confiding in the friendship of Ralston and Sharon. In 1867 Governor Bartlett, appointed him State Insurance Commissioner and at the close of his official term he removed East to reside with relatives. He was, more than any other ten men in the State, living in dead, entitled to be called the father of the Society of California Pioneers. His liberality and public spirit were too much even for the two ample fortunes that once stood to his credit in the banks of San Francisco.

There is no particular bearing of the above narrated circumstances upon the present situation of Hawaiian affairs, but the Times has a large clientele of readers who never heard of the incidents above narrated, and it has, for that reason, given them as a matter of hitherto unwritten history.

## O. R. &amp; L. EXTENSION.

Line to be Built from Waianae to Waialua.

It was announced on the streets yesterday that the Oahu Railway Company would extend its line to Kahuku, and that work would begin very soon. Full particulars were not obtainable, but it is understood that Mr. Dillingham has arranged with contractors to build the road, and take a large portion of the cost in stock in the company.

The extension of the line means the opening up of some fine land along the route. It will also enable the Halstead Brothers to ship their sugar to Honolulu by rail, instead of steamer.

It was recently ascertained in Chicago that boys in the public schools were in the habit of buying cigarettes at little stores in the neighborhood of the school houses. Many brands were found to contain drugs which make the use of such cigarettes positively dangerous. The Common Council has now imposed a tax of \$100 on each dealer, and has limited the distance from the school houses to any building where cigarettes are sold. The hope is to render the continuance of this trade so difficult as practically to destroy it altogether.

The British Embassy in Washington costs the people of England about \$30,000 a year, or two-thirds as much as the expense of our whole State Department. The German Embassy costs about \$50,000; the French about \$50,000, and the Italian about \$30,000.

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